

# VTrans Rail Section

January 17, 2019— Senate Transportation Committee

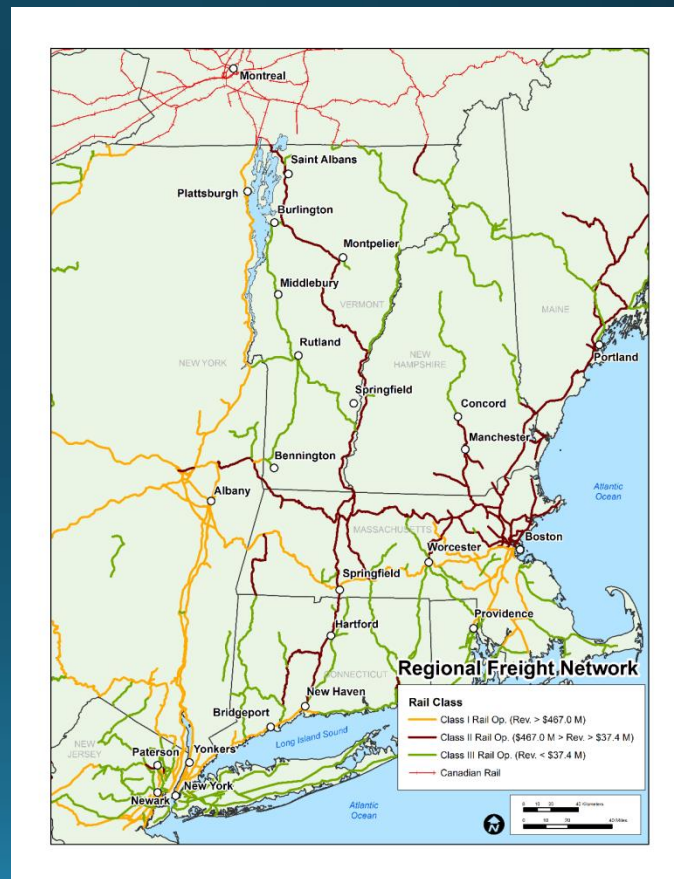


Dan Delabruere  
Rail and Aviation Bureau Director



# Railroad Impacts in VT

- VT railroads are networked nationally and internationally. VT sits between the port of Montreal and Atlantic seaports.
- 150 to 200 rail cars move on VT railroads everyday.
  - Without railroads --that would translate to between 600- 800 addition tractor-trailer trucks on our roads **per day**.
- 90% of VRS products either originate or terminate at a VT business. (over 22,000 rail cars annually)
- VT railroad companies employ over 225 VT based jobs.
- Provides competitive pricing for heavy commodities such as road salt, feed products, fuel oil, propane, stone products, lumber and other grain products for VT businesses.
- Passenger Rail Service to NYC and DC.



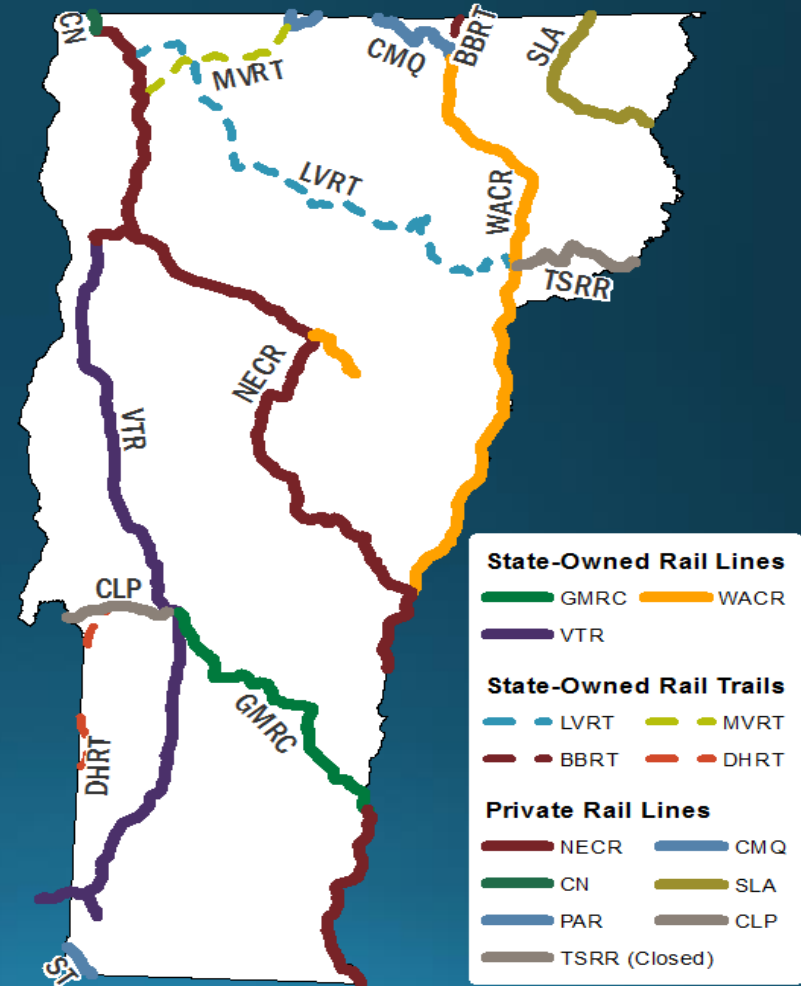
# Rail assets in Vermont

## □ Total Active Railroad Assets in VT

- 578 miles of active railroad line
  - ❖ 305 miles state owned
  - ❖ 273 miles privately owned

## □ State owned Rail Assets

- 305 miles of active rail line
- 149 miles of railbanked line
- 174 VTrans responsible rail bridges on active rail lines
- 399 public rail crossings



# Amtrak in Vermont

- Two routes
  - Vermonter
  - Ethan Allen

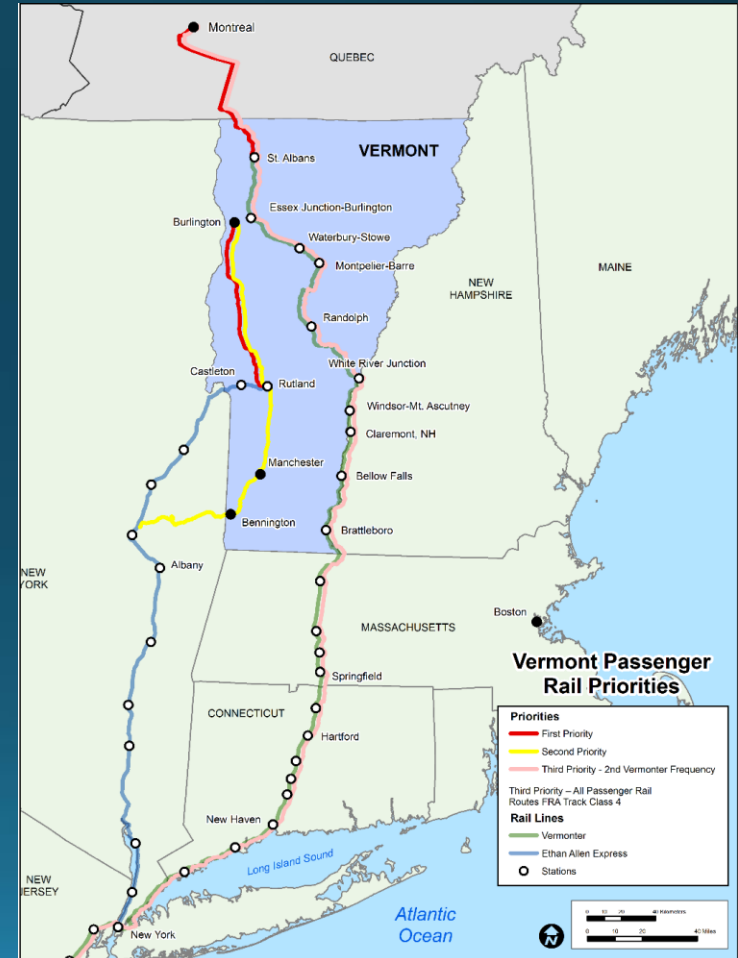
Two trains per day/route

11 station stops in Vermont



# Current Agency Goals

- Provide for safe and efficient movement of people and goods.
- Support economic development through transportation.
- 286,000lbs weight capacity for freight.
- Maintain assets at a state of good repair.
- Extend the Ethan Allen Amtrak service to Burlington. (TIGER V & VII)
- Extend the Vermonter Amtrak Service to Montreal.



# Organizational Chart

The Rail and Aviation Bureau has several units within the Bureau:

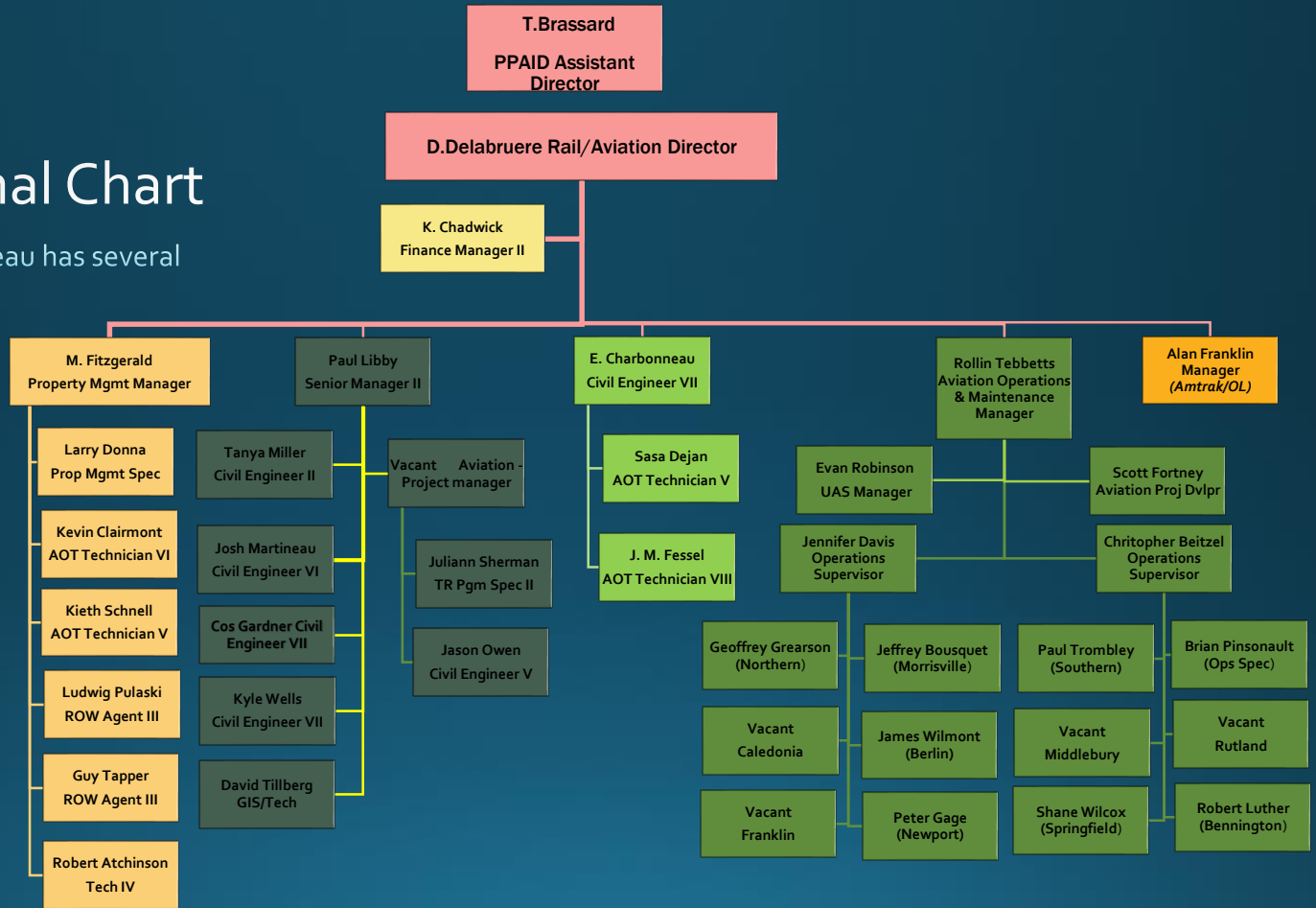
Property Management

Project Delivery

Bridge Management

Aviation Operations

Amtrak/OL



# Federal laws affecting Rail Program

- 2008 --PRIIA 209
  - Increased the amount of State subsidy on State supported Amtrak routes
- 2010 -- Title 49. Part 237 – Bridge Safety Standards
  - Mandated that owners of railroad bridges will be required to inspect all bridges annually
  - Mandated that all railroad bridges need to have an accurate load rating by 2017
- 23 U.S.C 130 Railway-Highway Crossing Improvement Program
  - Provide for the safe crossing condition at railroad-highway intersection.



# At Grade –Public Rail/Highway Crossings

2018 Data as of 9/11/18

Condition	Count					%
	track 1	track 2	track 3	track 4	total	
Poor	56	4	0	0	60	13%
Fair	188	17	2	2	209	44%
Good	166	13	2	0	181	38%
Excellent	23	2	0	0	25	5%
					475	100%

In 2018 we began reporting on each set of tracks at a crossing. Track 1 is the mainline, track 2 is a siding, etc.

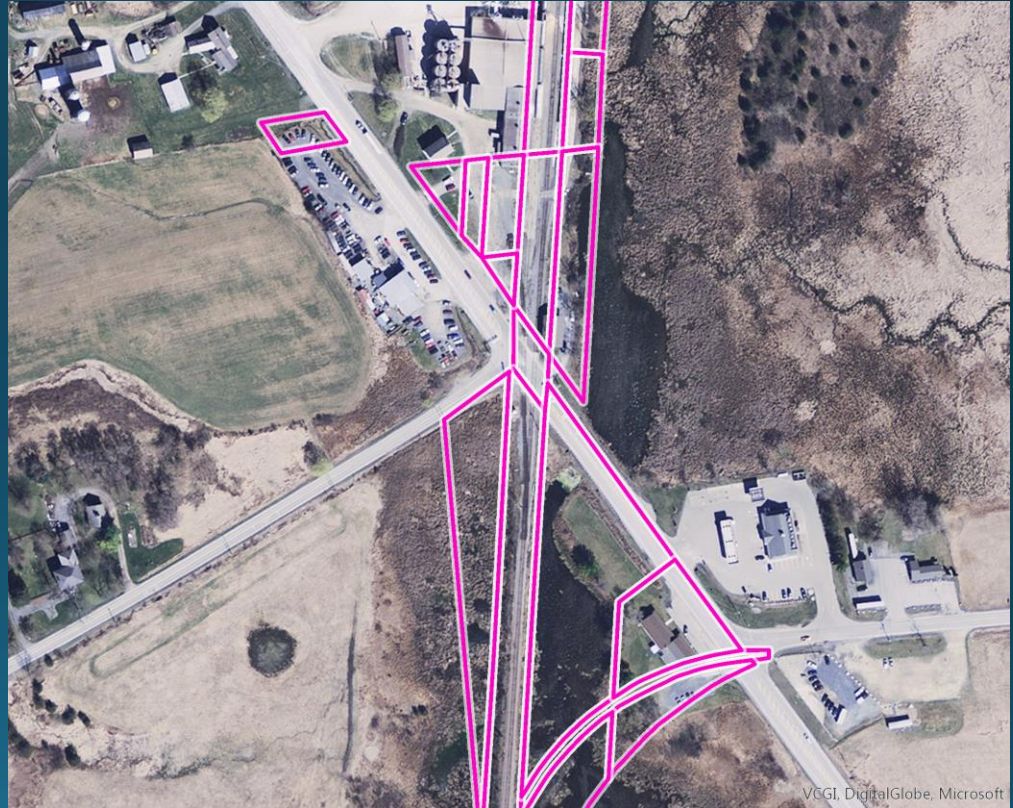
2017 Data

Condition	Count	%
Poor	50	12%
Fair	191	45%
Good	157	37%
Excellent	24	6%
	422	100%



# Property Management

- Map all rail and aviation parcels
- Create license agreements for all crossings; roads and utilities
- Enforce encroachments
- Lease excess rail property
- Lease State airport property (hangers, tie downs, excess property)
- Lease excess state highway property



# Bridge Management Program

- 174 VTrans responsible
  - 174 bridges are required to have a safety inspection annually
  - All 174 bridges currently have a load rating
  - 13 (8%) are scheduled to be re-rated by the end of 2019
  - 135 out of 174 (78%) meet the current load capacity rating, **39(22%) DO NOT MEET** load capacity rating of 286,000lbs
  - 12 bridges (7%) have an inspection rating of 3 (serious)
  - 15 bridges (9%) have an inspection rating of 4 (poor)
- Most bridges are 75 to 100 years old
  - Most with deferred maintenance before we bought them.
  - Immediate or emergency projects are becoming more frequent
  - Bridge steel deteriorates more every year.
  - Spending money on Band-Aid type fixes just to keep lines open.
  - Projects keep getting pushed out further leading us to more immediate or emergency projects.



Questions?

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Thank you!

